

Writing up for Display and Competition

- How to show off your material well
 - Organise it
 - Explain it
 - Show why it matters

Two Pence Blue



5/2/40 16.962



RE-RF pair



7/18/40 10.600

1840: Plates 1 and 2

1841: Plates 3 and 4



2/25/41 191.000



11/29/49 200.000



2/25/41 191.000



11/29/49 200.000



Plate 3

23 August 1847 Wolverhampton to Calcutta, India and forwarded
lsh rate prepaid with 2d positions RD-RF, PB-PC, PA

Julian H Jones,
Southampton DPS December 2014
Slides based on ABPS files
and others with permission

Writing up for Display and Competition

- Competition is more than Displaying
 - Competition has rules
 - If you don't like rules don't do it
- However following the advice for Competition makes for better Displays!
- Judges' feedback helps improve your display
- We'll look at the rules and suggest ways of showing off your material well

HAMPSHIRE PHILATELIC FEDERATION

Marking Schema for HAMPEX

Traditional, Postal History, Aerophilately, Postal Stationery, and Revenue

Philatelic Knowledge [20] Personal Study [15]	Treatment [20] Importance [10]	Relative Condition [10] Rarity [15]	Presentation [10]
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Open

Philatelic Knowledge & Research [20] Non-Philatelic Knowledge & Research [15]	Title & Plan [10] Philatelic Treatment [5] Non-Philatelic Treatment [5] Philatelic Importance [5] Non-philatelic Importance [5]	Condition of Material [10] Rarity [15]	Presentation [10]
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HAMPSHIRE PHILATELIC FEDERATION

Marking Schema for HAMPEX

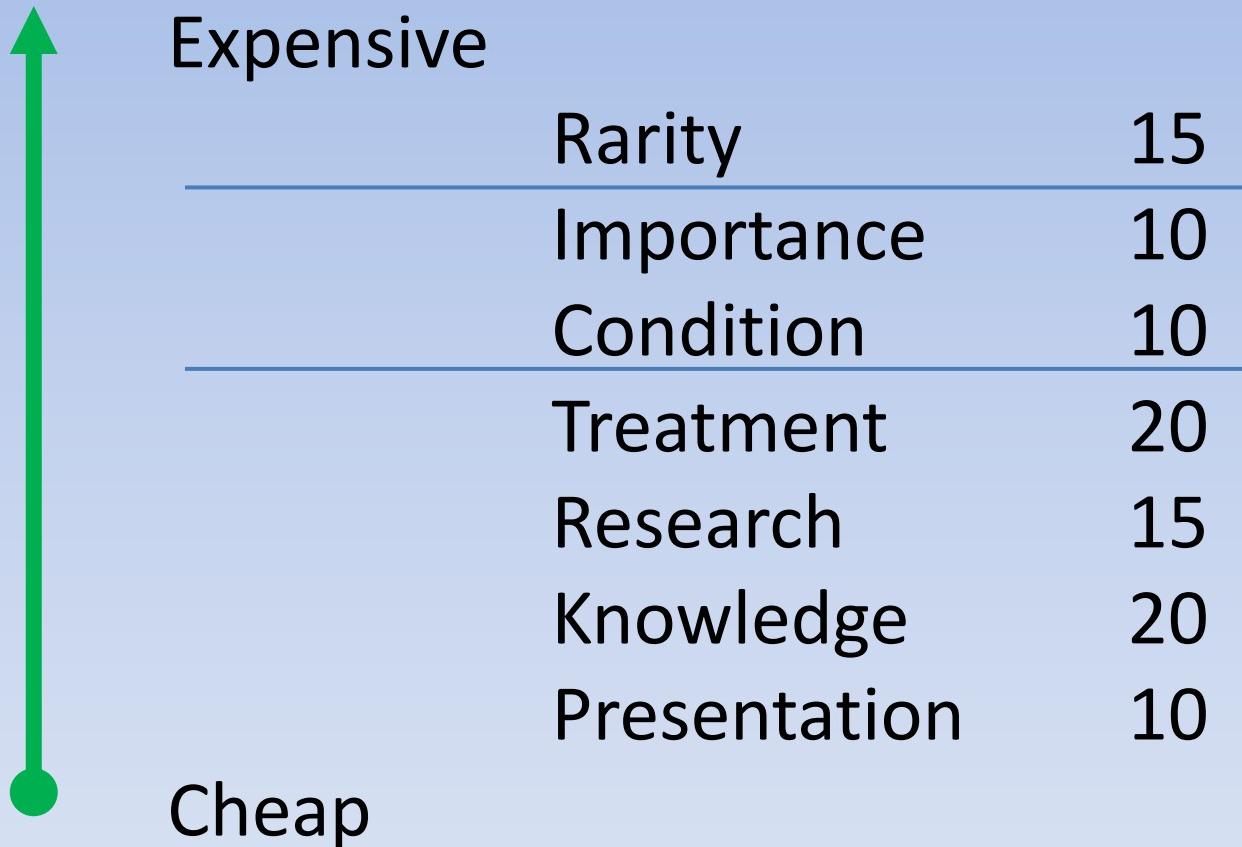
Thematic

Philatelic Knowledge [15] Personal Study [15]	Title & Plan [15] Development [15] Innovation [5]	Relative Condition [10] Rarity [15]	Presentation [10]
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National Marking for all equivalent HPF classes

HPF as for ABPS	HPF as for ABPS	Relative Condition [10] Rarity [20]	Presentation [5]
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Cheap and Expensive Points



Tell a Story using your material

- Similar concept to a book with a cohesive story line and appropriate scope
- Here's what I'm going to show you
 - The Introduction
- Here it is with a beginning, middle and end
 - the headings on each page show the way
- With a logical development in a clearly defined sequence without gaps
- A single frame entry is like a 'short story'

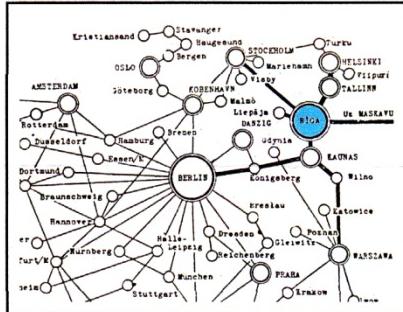
The Front Page

- Sets the stage
- What viewers (and jurors) see first
- Jurors get these in advance to do their homework
- Indicate clearly what is going to be shown

LATVIAN AIRMAILS

Introduction
This display looks at the development of airmails from Latvia from its first service in 1921 until Latvia's invasion by Russia in June 1940. All foreign flights went from Riga.
There were three main destinations, although stop-overs changed throughout the period:

- South to Germany. Final destination was Danzig (1921-1922); Berlin (1922, 1927-1929, 1937-June 1940); Königsberg (1923-1925, 1930-1936).
- North to Scandinavia. Final destination was Helsinki (1924-1925, 1927, 1937-1939); Stockholm (1937-June 1940).
- East to Russia. Final destination was Moscow (1927-1929, 1937 – June 1940); Leningrad (1928-1936).



The Berlin hub meant that by 1939 flights from Riga could be routed onwards virtually anywhere in the world.

In the early years flights only operated between May and October, winter weather conditions making it too dangerous to fly.

At first items were marked with German flight confirmation marks, although this practice had largely ceased by the early 1930s.

Cancellations
The majority of airmail items were cancelled at the airmail counter of the Riga Head Post Office, cancelled Riga – Lidpasts ("Riga flown mail"). This was later changed to Riga Gaisa-Pasts ("Riga airmail"). The original design was based on a standard canceller, but later the design included an aeroplane and posthorn.
In 1935 a separate post office was established at Riga Airport, using the cancel Riga-Gaisa Osta ("Riga Airport").
Covers bearing a standard cancellation were handed in at a local post office.



Airmail etiquettes were introduced in 1928, printed in black on bluish paper inscribed Par avion / Lidpasts. In the 1930s they used a larger label printed in white on dark blue paper inscribed PAR AVION / GAISA PASTS. Later in the 1930s the same design was used but a smaller size.

Bibliography
Engel, A. (1980) Some air mail history of Latvia *Krajejs* no.141
Hofman, Harry v. (2003) *Latvia: air mail 1920 – 1940*

The Front Page

- Brief introduction or background
- What you are going to show - scope of exhibit
- Exhibit layout for multi-frame exhibit
 - And for a single frame exhibit
- Comment on key items
- Include an illustration or philatelic item
- References, including own research
 - If you've written on the topic tell the judge now!

What to Exhibit and the Front Page

- Decide what items you are going to show
 - Lay your material out for review
- Draft a front page (introduction)
- Select / Write up / Re-write the exhibit sheets
- How do they look 4 x 4?
- Re-visit the front page
 - Does it say what you are now exhibiting?
- Usually, re-write the front page!



Exemplary Page

Best 1st Page in Autumn
STAMPEX 2014

Looks attractive and lets
the viewer know what a
Sunday letter looks like

Courtesy Brian Hague

References

In May 1929 the Danish postal authorities introduced a charge for the delivery of letters and postcards on a Sunday. Prior to that date mail had been delivered on Sundays without any extra charge (although on Sunday there was only a single postal delivery, even in the largest towns and cities). Those wishing to use the Sunday delivery service had to mark their mail with crossed diagonal lines and the inscription "Søndagsbreve" and pay an additional fee which was initially set at 10 øre.



Early example of a Sunday Letter, sent on the evening of Saturday 14th December 1929 from the railway station PO in Viborg for delivery the next day in Copenhagen. Franked a total of 25 øre paying the 15 øre basic national letter rate and 10 øre Sunday delivery fee.

- Examples are shown of items mailed for Sunday delivery and the rates that were charged for the service during the 43 years it operated.
- The reasons for possible failure to deliver on Sunday and the means by which this might be explained to the recipient are illustrated.
- The rare use of the service for mail posted outside of Denmark is also considered

Topic:	Pages
Principal reasons for using the service	2-4
Special stationery	5-7
Increases in the Sunday fee	8-13
Unusual uses of the service	14-20
Treatment of underpaid items	21-23
Explaining late delivery: by use of labels with cachets	24-29 30-33
Use of service from outside Denmark	34-47
Withdrawal of the service	48

References:

1. Danish Sunday Letters – Søndagsbreve, Lars Jorgensen, G.S.M. Jan'y 2006
2. Articles in Scandinavian Contact by A E Beardmore June 1978 & B Hague December 2013

Common Front Page Problems

- If dates given then items must fall within those dates - none before or after
- If dates given then ensure that the story doesn't start later or finish earlier
- Don't promise what you don't deliver
 - “all issues” of something when some items are not shown
- Check it over!
- And a word about paper and protectors ...

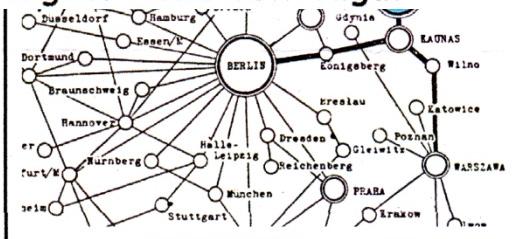
Front page

2 frame exhibit

Scope

Introduction

This display looks at the development of airmails from Latvia from its first service in 1921 until Latvia's invasion by Russia in June 1940. All foreign flights went from Riga.



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Bibliography

- Engel, A. (1980) Some air mail history of Latvia Krajeps no.141
Hofman, Harry v. (2003) *Latvia: air mail 1920 – 1940*

Research and Knowledge

References

Front page

1 frame exhibit

Scope

This exhibit shows letters passed to shipping agents in New York, and letters mailed from a selection of other US post offices via New York, to illustrate Freight Money rates charged by pioneer steam and sailing packets from New York to England between 1838 and 1848. Letters are shown chronologically indicating to whom monies were paid, their rate and origin together with inland postage and packet ship details.

rates.

Paid double letter sent from Philadelphia to Halifax, England, via New York and Liverpool by sailing packet in November 1842

US postage calculated as:

Freight Money (sail) 2x 12½¢ 25¢

Two rates to New York 2x 12½¢ 25¢

Total shown as combined rate 50¢ ('50')

US single inland rate 81-150 miles: 12½¢

At Liverpool postage assessed as:

Single ship letter ½ oz 8d ('8')

Carried by Black Ball's 'North America'

dep New York 19 Nov

arr Liverpool 7 Dec [The Times Archive]

The Pioneer Steamships started to operate between New York and Liverpool in 1837. On May 5th 1838 the New York Albion reported that the first voyage of the 'Sirius' had just sailed carrying over 17,000 letters without charge, and went on to discuss what value of freight and passengers had been forgone to make the hold space available.

The steamship owners took notice and began to levy a charge for letters of 25¢ per sheet as advertised in the June 30th 1838 edition of the Albion. Charges applied only on voyages from New York to England and were paid to the shipping agents. From October 1838 US sailing packets competing with the steamships began to charge 12½¢ per sheet.

In August 1838 the Philadelphia postmaster asked that the New York postmaster pay to the steamship agents monies received from Philadelphia for the freight letter charges. The US PMG agreed that selected post offices could collect private ship fees as well as inland postage to New York. The Freight Money fee was accounted on the waybill and sent to the New York Post Office with the letter bundle. Except for New York, the payments were written on each cover: some postmasters combined the amounts and others showed them separately.

Research and Knowledge

References

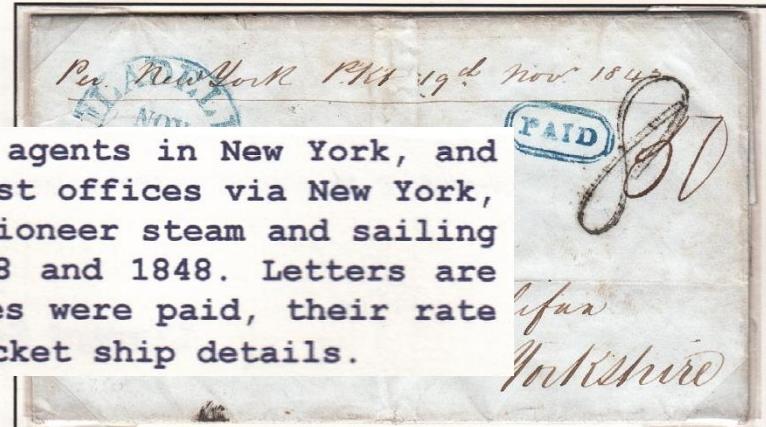
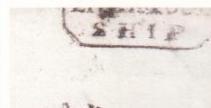
Pioneer Steamers and Sailing Ships

Freight Money Era

USA to GB

1838-1848

This exhibit shows letters passed to shipping agents in New York, and letters mailed from a selection of other US post offices via New York, to illustrate Freight Money rates charged by pioneer steam and sailing packets from New York to England between 1838 and 1848. Letters are shown chronologically indicating to whom monies were paid, their rate and origin together with inland postage and packet ship details.



Sample Page

Headings explain where we are

Hidden marks noted

Postal rates

Important point emphasised

References

Pioneer Steamer 'British Queen' Single Rate
Freight Money Paid to PO & Agent Baltimore, Md & New York, NY

Paid letter sent from Baltimore, via New York and Gravesend to London on pioneer steamer 'British Queen' in December 1839



Applied to reverse:
'SHIP LETTER / GRAVESEND'
Rob. S8 (in use 1835-40)

London single ring
'B 26DE26 1839'



Applied to reverse:
'SHIP LETTER / GRAVESEND

London double ring
'A 26DE26 1839

US Postage, Baltimore Post Office
Freight Money
Inland to New York

US inland rate for 151 to 400 miles: 18 $\frac{1}{4}$ ¢ per sheet 11th March 1825 to 1st July 1845

Freight money paid at New York directly to
Steamship Agent (not shown on cover) 25¢

British & American Steam Navigation
'British Queen'
dep New York 2 December 1839
mail landed at Gravesend, Kent
arr London 26 December

GB postage assessed as
Single ship fee: 8d per $\frac{1}{2}$ oz
plus 4d per $\frac{1}{2}$ oz inland postage 1s0d ('1/-')
(5th December 1839 to 9th January 1840)

The 'British Queen' was the only steam ship to arrive from the USA during the GB 4d Uniform Inland rate period.

the USA during the GB 4d Uniform inland rate period.

Overview of Presentation (10%)

- Write up should be clear, concise and relevant
- The method of presentation should show the material to the best effect
- The whole entry should show balance
- Some say that is important to avoid unduly uniform arrangements
- No advantage or disadvantage to handwritten, typed or printed pages

Treatment (20 points)

- Treatment is what is **done** with what is shown
- Are Title and exhibit consistent?
- Does the exhibit show what the introductory page described?
- Is the Subject appropriate?
- Is the Coverage of the subject complete?
- Is this a New approach to the subject?
- Balance, balance and balance!

Example of an unbalanced page

All the text at the top

Necessary elements are present

Solution :

- rearrange items with cover in the upper half

- photographer's rule of thirds

14 October 1921
Registered Liepaja to Ipswich
First year of airmail services
To fulfil the daily service the Amerikanisch-Litauische Luftverkehrsgesellschaft (American-Lithuanian Air Transport Company) ran a service on Sundays, Mondays, Wednesdays and Fridays. This cover was posted on a Friday. Its route was extended to Danzig and Berlin, and went via Kaunas [Kowno] instead of Klaipēda. However from 3rd October the route ended at Danzig.

Weather conditions in the winter months made taking off and landing treacherous, because of which there was a summer service only. In 1921 it terminated on 15 October, one day after this cover was sent.

Route
By rail from Liepaja to Riga, then by air on route: Riga – Kaunas [Kowno] – Königsberg – [Danzig]. Onwards flights to Berlin, then London, then rail to Ipswich.

Rate
50 rubli made up of letters abroad 10 rubli + registration fee abroad 10 rubli + airmail supplement 20 rubli + 40 gram excess weight 10 roubli (5 roubli per 20 grams)
Rate valid 29 July 1921 – 31 December 1921

Carrier
Amerikanisch-Litauische Luftverkehrsgesellschaft



Flight confirmation mark at Königsberg
Mit Luftpost befördert
Königsberg (Pr.) L.



One Penny Red

Example of a balanced page

A color change from black to red was instituted for the one penny in 1841. The first printings used the six plates that had previously been used for printings in black. These were plates 1b, 2, 5, 8, 9 and 10. Provisional printings in black were performed on February 1 and 2, 1841 after which printing in red was resumed.

plate 1b



4/15/40 6,000
NW ray flaw, foot weak

plate 2



4/22/40 8,000
recut letter square

plate 5



6/1/40 16,000
NE weak

plate 8, state 1



6/26/40 5,000
strong line NE corner

plate 8, state 2



6/26/40 12,000
weak line NE corner

plate 8, state 3



6/26/40 5,000
burr in left margin

plate 9



11/6/40 35,000
"O" flaw

plate 10



12/2/40 24,000
hand cut "R"

plate 11



1/27/41 40,000

plate 12



2/25/41 40,000
small NE corner flaw

plate 13



3/27/41 21,000
recut SE corner

plate 14



3/27/41 28,000
small NE roller flaw

plate 15



7/23/41 48,000
NE roller flaw

plate 16



7/24/41 48,000
NE roller flaw

plate 17



9/21/41 40,000
basal shift

plate 18



9/21/41 31,600
basal shift

plate 19



11/3/41 50,000

plate 20



11/15/41 55,000

plate 21



12/11/41 50,000
scratch NW

plate 22



12/30/41 53,000
defective "R"

Philatelic and related Knowledge, Personal Study and Research (35%)

- Knowledge is what is **known** about what is shown
- The degree of knowledge as expressed by the items chosen for display and their related description
- Personal study is the proper analysis of the items chosen
- Research is the presentation of new facts related to the subject

Importance (10 points)

- The philatelic importance (or significance) of the subject
- Involves general philatelic interest and difficulty of the subject
- Exhibit in relation to the subject
 - Postal History of Basingstoke is less important than Postal History of London
 - Broad scope subjects are more important than narrow scope subjects. (But beware treatment).

Condition (10%)

- Material of the best possible quality?
- Ordinary material without defects?
- More difficult items the best available?
- Clear postmarks and clean covers?
- Tears, folds, stains, missing perforations?
- Defects or missing stamps on covers described?

Rarity (15%)

- Examples of the major rarities and varieties shown?
- Essays and proofs, both approved and rejected shown?
- How difficult is it to find the items shown?
- How difficult will it be to duplicate the exhibit?
- Philatelically contrived items included?
 - Perhaps that's all that exist!

World Class International Large Gold exhibit

Traditional Class
USA 1847 issue of
5¢ and 10¢
Eight frames

Plate and die proofs
Plate varieties
Print variations
Shades
Usage

William H Gross exhibit
Copies from hand out used
with kind permission of
Charles Shreve, at RPSL,
December 2013

United States: The 1847 Issue

5¢ orange brown & 10¢
(Harelip variety,
Position 57L).



Double weight
< 300 miles from
Charleston, SC to
Philadelphia, PA.

Plan in
7 sections

Purpose and Treatment of the Exhibit

This exhibit is a study of the two first regularly issued stamps of the United States. It looks at the production of the 1847 stamps and their varieties (including deliveries, colors and shades, double transfers and the bisects). As well, a detailed review is made of the many domestic and international postal and auxiliary services usages. All elements of a traditional exhibit, from concept to demonetization, are studied.

Most reprints of the essays, proofs and stamps came from the private dies of 1858 and the Bureau and Engraving dies made in 1875. During the 19th Century, both sets of dies were used to pull prints on numerous occasions. All these post-contemporary reprints are beyond the scope of this exhibit.

Research

The exhibitor has made use of the most up to date literature and consulted the classic works of the 19th and 20th Centuries. 10¢ stamps have been fully plated by researchers but positions are mentioned in the exhibit only where they are germane to the exhibit's development. However, the 5¢ has not been plated because of the rapid degradation of the plate due to the corrosive properties of the inks.

Research: A Note About Color

Stamp catalogues usually list four major shade groups of the 1847 5¢ stamp. The

exhibit subscribes to the recent study done by Wade Saadi who records 27 major shades incorporating 100 sub-classifications based on varying degrees of plate wear and printing deliveries for identification. The *Color Standards and Color Nomenclature* published in 1912 by Robert Ridgway (1850-1929) is the basis used for the color naming in this exhibit.

History

The Post Office Act of March 3, 1847, authorized the Postmaster General (PMG) to have postage stamps printed. The New York printing firm of Rawdon, Wright, Hatch & Edson (RWH&E) was awarded the stamp contract.

The Franklin and Washington portraits selected for the 5¢ and 10¢ vignettes were engraved by Asher B. Durand (1796-1886) and were used previously for various banknotes in the 1830/40s. The frames were engraved by James P. Major (1818-1900). The first printing was completed on June 26. Four more printings were made during the life of the stamps (1847-1851).

The stamps were printed in sheets of 200 cut into panes of 100 on wove rag stock produced by Wilcox Ivy Mills, Chester, PA. A dextrine gum was applied to each sheet.

"e" – The letter "e" near an item in the exhibit indicates that the item has a certificate of genuineness issued by a recognized authority.

Plan of the Exhibit

Section One: Production History

- A. Contract & Contemporary Die Proofs
- B. Contemporary Plate Proofs
- C. Plate Make-Up
- D. Earliest Known Usage

Section Two: The Five Cents

- A. The Stamp
- B. Plate varieties
- C. Printing Variations
- D. Deliveries & Shades

Section Three: The Ten Cents

- A. The Stamp
- B. Plate Varieties
- C. Printing Variations
- D. Bisects

Section Four: The Domestic Usages

- A. Domestic Mail
- B. Auxiliary Postal Services
- C. With Carrier Services & Local Post
- D. Route Agents
- E. Non-Contract Steamboats

Section Five: Used Abroad

- A. British North America
- B. Panama

Section Six: Foreign Mails

- A. British North America
- B. Western Hemisphere
- C. British Isles
- D. Europe via the British Isles

Section Seven: Epilogue – After Demonetization

- A. Last Day of Validity & First Day of Demonetization.
- B. Stamps Not Accepted for Payment
- C. Stamps Accepted for Payment
- D. Used in Canada
- E. Used in the Confederacy

Purpose and Treatment and Earliest Known Usage

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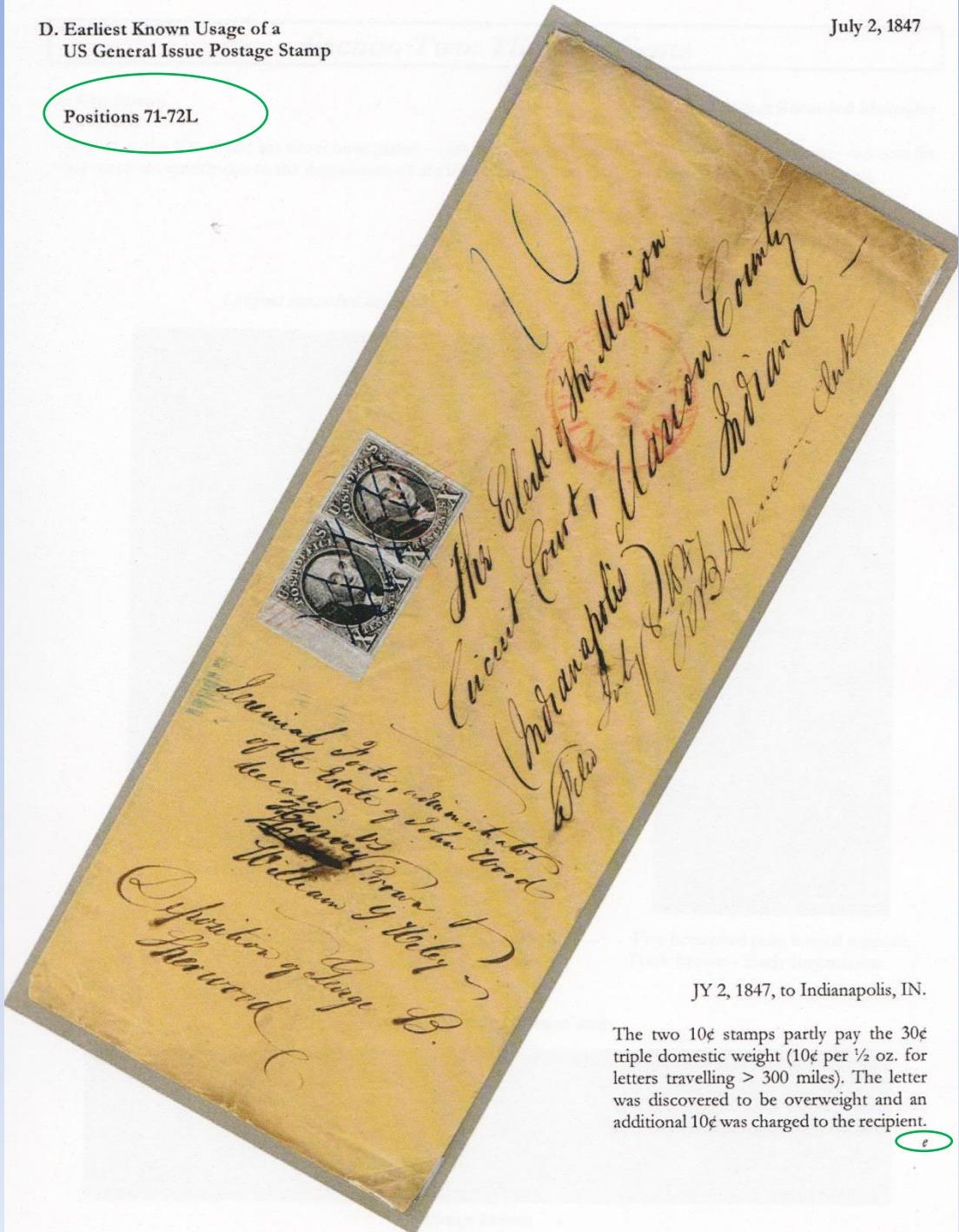
Section One: Production History

- A. Contract & Contemporary Die Proofs
- B. Contemporary Plate Proofs
- C. Plate Make-Up
- D. Earliest Known Usage



D. Earliest Known Usage of a
US General Issue Postage Stamp

Positions 71-72L



JY 2, 1847, to Indianapolis, IN.

The two 10¢ stamps partly pay the 30¢ triple domestic weight (10¢ per ½ oz. for letters travelling > 300 miles). The letter was discovered to be overweight and an additional 10¢ was charged to the recipient.

Follow the Development according to the plan

Balanced layout

Section Two: The Five Cents

- A. The Stamp
- B. Plate varieties
- C. Printing Variations
- D. Deliveries & Shades

Use running headings to help the viewer / judge

Section Two: The Five Cents

- A. The Stamp

Courtesy C Shreve, 2013

Section Two: The Five Cents

A. The Stamp

The Largest Recorded Multiples

Contrary to the 10¢, the 5¢ has never been plated – with the exception of constant plate variety positions – because the plate wore out quickly due to the degradation of the ink making impressions very inconsistent between sheets.

Largest known reconstruction

Largest recorded mint block



Red brown - Positions 21-24 / 51-54R



Five horizontal pairs hinged together.
Dark brown - Early impression

The Largest Recorded Multiples

Largest recorded unused strip



Orange brown

Section Three: The Ten Cents

Illustrate the stamp and usage

Section Three: The Ten Cents

- A. The Stamp
- B. Plate Varieties
- C. Printing Variations
- D. Bisects

Consistent running headers

Text positioning relative to elements

Use of fonts & text size

Explanatory text

Courtesy C Shreve, 2013

A. The Stamp

The Largest Recorded Multiples
"The Rush Cover"



Black - Positions 71-73/81-83R
One of two unused blocks in private hands
the other being a block of four.

Largest multiple known on cover



Left sheet margin strip of six, Positions 55-60L. "Harelip" variety in position 57.
SE 26, 1848 to Paris, France via New York (September 27), Liverpool (October 9),
London (October 10), Dover, Boulogne and by rail to Paris (October 11).
e (small repairs)

Carried during the Retaliatory rate period on the Cunard Lines R.M.S. Europa which departed from Cunard's docks at Jersey City on September 27, 1848, and arrived in Liverpool, England, on October 9. There is a manuscript "15" grams weight notation at upper left and a manuscript "33" décimes due marking.

\$1.24 rate breakdown.

Paid by sender: 58¢ – with the strip of six-10¢.

10¢ domestic letter rate for ½ oz.-1 oz. (5¢ per ½ oz.)
48¢ retaliatory rate for ½ oz.-1 oz. (2¢ per ½ oz.)
(2¢ overpayment)

Paid by receiver: 33 décimes (66¢).

40¢ 20 décimes to Great Britain (10 décimes/20¢ per 7.5 grams)
26¢ 13 décimes to France (per 15-20 grams and distance of 205 kilometers).

Total:

\$1.24

The Retaliatory Rate Period was in response to Great Britain establishing protectionist postage rates in June 1847. The US Congress approved countervailing rates in June 1848. These lasted until a postal treaty was signed in December 1848.

Illustrate unusual legitimate usage of the stamp

Section Three: The Ten Cents

- A. The Stamp
- B. Plate Varieties
- C. Printing Variations
- D. Bisects



Headers consistent with the plan

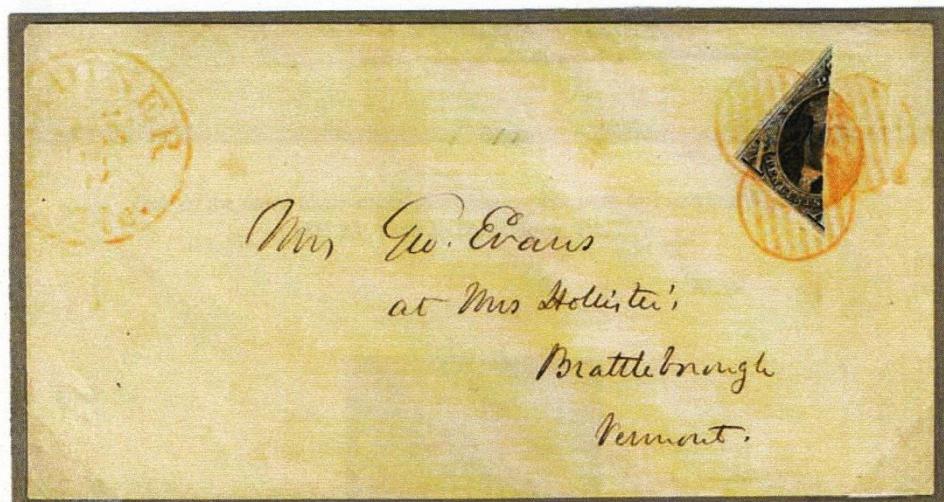
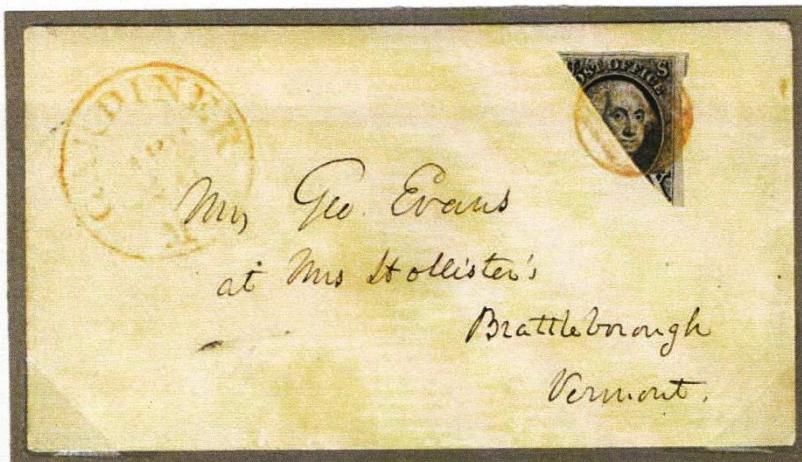
The judge can see immediately what is portrayed

Certificates noted

Knowledge and Study are demonstrated

Rarity implied

One of five recorded matched sets of 10¢ diagonal bisects from the Evans Correspondence of Gardiner, ME and the only one to bear orange-red postmarks, all others are blue



AP 28 and MY 2, 1851, to Brattleborough, VT. e (both)

The considerable number of bisected covers dated April through June 1851 suggests that postal patrons wished to use up the 10¢ they had on-hand before they were demonetized on July 1, 1851.

Illustrate mixed and foreign usage of the stamp

Section Five: Used Abroad

A. British North America

B. Panama

Running headers confirm where we are in the story line

Knowledge and Research demonstrated

Rarity undoubted by tight range of dates vs availability of stamps

Careful matting of covers

Courtesy C Shreve, 2013

The only recorded cover mailed from Canada to overseas using US 1847 stamps
One of two recorded full covers from Canada with the first issue of both countries
One of three covers bearing the first stamps of both countries



MY 4 or 5, 1851 to London, England.
3d. Canadian postage < 60 miles - 24¢ (overpaid 1¢) US postage rate to England.

Combined use of the US 1847 issue and Canadian stamps was valid for only 69 days from April 23, 1851 when Canada's first stamp was issued and June 30 when the US 1847 issue was demonetized.

Section Seven: Epilogue – After Demonetization

**Close out the exhibit with
a firm conclusion that
underlines the scope**

Section Seven: Epilogue – After Demonetization

- A. Last Day of Validity &  First Day of Demonetization.
- B. Stamps Not Accepted for Payment
- C. Stamps Accepted for Payment
- D. Used in Canada
- E. Used in the Confederacy

End with a bang!

Tell them why it is the end

Courtesy C Shreve, 2013

A. Last day of validity and first day of demonetization

The Act of Congress that established new postal rates effective July 1, 1851, provided that the 1847 stamp issue would cease to be valid on that date. They could be exchanged for cash or stamps of the 1851 issue until October 1, 1851.



JU 30, 1851 to New York, NY.
Last day of validity



JY 1, 1851 to Naugatuck, CT.
Overpaying the new 3¢ rate by 2¢.
One of two recorded first day of demonetization usage covers

Questions?



Judges comments at HAMPEX

Title page

- Some fine items and good quality strikes. We wonder if the overall title is rather too all-embracing and for 16 sheets (rather than previous 32) or tighten subject?
- A most interesting subject. Your title page should give rather more information on the contents rather than just background history. Rather too many words to import the information and little rating information.
- A very fine display which would be enhanced by a better structure to the story line. This should be incorporated into your title page and expanded from a mere listing of items.
- An interesting subject capable of further expansion. Clarification of plan on first page is required for better understanding of the exhibit. Also the exhibit could be improved through the use of commercially used covers.

Judges comments at HAMPEX

Content

- Fine and rare material and a good story. The presentation is better suited to Display than competition, being rather too wordy and "fussy"
- A good subject for a single frame. The inconsistency between the presentation of the sheets detracts. You need more information on the rates and conversions between currencies . Your title page needs to do more than just list contents.
- A very fine exhibit - would the rate information use fewer words? We like the references but wonder if they are needed on every page.
- A fine exhibit with easy to absorb information on routes and rates. Visually some pages look rather over-written and we suggest that the grey boxes (with rather less words) would look better at the bottom of the page

Judges comments at HAMPEX

Three of the best

- An excellent display of a narrow and sophisticated subject. The judges appreciated the knowledge that they gained.
- Very fine and rare material. As an exhibit we would prefer to see effects of the Acts summarised rather than quoted in full to avoid the writing up looking too intense. Visual balance would be improved with write-up split above & below the covers.
- A very fine display of fine and rare material.

HAMPEX 2013

Judges marks at HAMPEX

	HAMPEX	Inter Fed
Colombia - The Gold Currency Issue of 1904	87	81
Berlin Exchange Control - Return to Sender 1918-1925	90	89
Western Australian Airways Ltd	85	83

HAMPEX 2013 vs SPRING STAMPEX 2014

Presentation and the Front Page

- There are no absolute rules
 - the exhibitors may do what works for them
- The key is to capture the interest of the viewer or juror
- A clear simple front page and presentation goes a long way to achieving this

Importance

- How difficult is the selected area?
- What is the significance of the selected area compared to the national philately of the country?
- What is the significance of the selected area compared to world philately?
- What is the significance of the shown material compared to the selected area?